

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000683**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 03-Mar-2008**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Major component movement	<p>OBG Production:</p> <p>Fitting and welding T-stiffeners to side plates, Fitting and welding stiffeners to floor beams, Machining, beveling and bending closed-ribs, Fitting closed-ribs to deck panels, ZPMC performed closed-rib welding utilizing both gantries on PMT 18 and PMT 19, and deck panels DP065-001, DP025-001, and DP027-001.</p> <p>Tower Production:</p> <p>Cutting and heat straightening diaphragm plates, Beveling diaphragm plates for splice welding.</p> <p>77m Tower Mock-up:</p> <p>ZPMC complete with MT of diaphragm to stiffener lugs on skin plates A and B. QA performed MT and found linear indication on the welds.</p> <p>89m Tower Mock-up:</p> <p>ZPMC and QA performed UT of the corner stiffener at skin plates C and D.</p> <p>114m Tower Mock-up:</p> <p>Installing bolts in splice. (see meetings below)</p>
2	Meetings attended	<p>Caltrans met with ABF and ZPMC at 1300 to discuss issues related to fabrication:</p> <p>QA asked about the dimensions of the trim allowance on the width of the Deck Plates. QC has been performing the UT of the deck plate splices with the run-off tabs still on and disregarding discontinuities in the trim area. ZPMC stated that there was a 25mm trim, but could not verify if this was on both sides or split between the sides.</p> <p>ZPMC informed the group they will begin production on closed-rib deck panel 24 hours a day. QA asked about qualification of the welders, since up</p>

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to this time the welders performing the closed-rib welding were qualified during the deck plate mock-up or weld trials. Other welders need to qualify by performing a PMT prior to welding production panels. ABF QCM Steve Lawton explained this in further detail and explained that the PMT must be fully tested prior to welding production panels.

ZPMC stated that the bolts being installed in the 114m Mock-up are not the correct bolts, but are temporary while they wait for the correct bolt lengths to be delivered. The final bolts will not be A325 bolts, but a Chinese substitute already approved by RFI. Since ZPMC will not be doing the actual tower splicing (ABF will perform in the field) they are also not required to follow any bolting procedure.

Caltrans asked ZPMC to turn the 77m Tower Mock-up into the upright position in order for Caltrans to survey. Caltrans would like to begin the survey at 6pm on Tuesday. ZPMC is not sure if they can accommodate this, as they may have to weld additional lifting lugs in order to safely rotate the structure into the vertical position. Caltrans will explore methods of performing the survey in the current position.

3 Logistics

QA has changed to two 12 hour shifts to allow for better coverage of the work with the ferries available.

Inspected By: McClary,David

Quality Assurance Inspector

Reviewed By: Lowry,Patrick

QA Reviewer
